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SOUTH CAROLINA RAILROAD.

CHARLESTON, S. C., Oct. 18, 1872. On and after SUNDAY, Oct. 19, the assenger trains on the South Carolina Railroad will run as follows:

FOR AUGUSTA. Leave Charleston 9:00 a m Arrive at Augusta -5:00 p m

FOR COLUMBIA. Leave Charleston 9:00 a m 5:00 p m Arrive at Columbia,

FOR CHARLESTON. Loave Augusta 4:20 p m Arrive at Charleston Leave Columbia 8:40 a m 4:20 p m Arrive at Charleston ions AUGUSTA NICHT EXPRESS.

od ... (Sundays excepted.) Leave Charleston Arrive at Augusta 6:00 p m Leeve Augusta -Arrive at Charleston 5:40 a m

COLUMBIA NIGHT EXPRESS

(Sundays excepted.) 211 Leave Charleston 7:10 p m Arrive at Columbia 6:30 a m Leave (olumbia 7:15 p m Arrive at Charleston 6:45 a m SUMMERVILLE TRAIN.

Leave Summerville 7:25 a m Arrive at Charleston Leave Charleston 8:40 a m

Leave Camden 6:50 a m Arrivo at Culumbia 11:50 a m Leave Columbia Arrive at Camden 3:35 p m

Day and Night Trains connect at Augusta with Macon and Augusta Railroad and Georgia Railroads. This is the quickest and most direct route, and as comfortable and cheap as any other route to Louisville, Cincinnati, Chicago, St. Louis and all other points West and Northwest.

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H. C. STOLL. Agt.,

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A GENT for the sale of the Magnolia Cotton Gins. At the Fairs held at Savannah, Ga. last month, the "Magnolia" cotton Gin ginned 150lbs seed cotton in three minutes and fortyfive seconds, taking the premium, and also the prize of One Hundred Dollars offered by the Board of Trade for the best GIN. Several have been sold this season which gin a bale an hour. The same gin also took the premium at the Cotton States Fair at Augusta, last October.

POETRY.

ORANGEBURG, SOUTH CAROLINA.

LOVE'S STRATAGEMS. BY M. BAYARD CLARKE.

The cunning archer, when he fain would bring Prone to the earth a heron on the wing, Aims not where now the passing mark he sees But, claiming helpful tribute from the breeze, Lets fly his shaft one side that it may light Full in its bosom's spotless snowy white. The bold yet careful sailor of the main, He who hath laid a yoke and placed a rein Upon the fierce and furious sea, to bend Its wild and boisterous nature to his end,

Steers not straight onward, but with artful skill Deludes opposing waves and gains his will. The warrior who would take some fortress strong Feels that in arms deceit is not a wrong, And seeks with military art and care By stratagem to win it unaware; Force, yielding up to craft its vantage-ground, First at another fort the alarm will sound.

The hidden mine that winds its devious course E'en from the fire itself conceals its force; Nor letsits fatal pregnant power be known Until in blazing thunderbolts't is shown. Now, if my love aims in the realms of air, And like the fowler seeks its quarry there, Or sails a mariner upon the seas To tempt the doubtful fortune of the breeze, Or like a mine bursts forth with sudden rage Its fierce and latent passion to assuage, Does it seem strange that I with careful art Conceal the feelings of my inmost heart Until Love is triumphant everywhere, And I in fire and water, and in earth and air,

Strike of the Employees of Western Railroads.

BY TELEGRAM TO THE NEWS AND COURIER.] CLEVELAND, December 27.

Shall hit-or reach-or conquer-or o'erthrow

My game-my port-my fortress-or my foe?

The Engineers on the Cleveland and Pittsburg Railrod struck. The passenger trains are delayed, and the freight trains are on the side tracks. The strike is unsanctioned by the brotherhood.

PITTSBURG, PA., December 27. The Pan Handle, Pittsburg, Fort Wayne and Chicago, Erie and Pittsburg, Fort Cleveland and Pittsburg Railroads. all operated by the Pennsylvania C the engine slightly and injuring the enhave struck. Every effort is being made by the officers to supply the places of the strikers. Expected trains run as usual.

CINCINNATI, December 27. The shops have stopped to allow the mechanics to take the striking engineers, places. No freight trains left here since noon yesterday.

Reports of attempts to throw trains off the track are current. The engineers disavow any intention to interfere with the trains, and simply want their wages due before December 1st. The depots here and elsewhere are full of freight and work, and desist from any interference passenger trains.

CHICAGO, December 27. The train dispatchers at the offices of the Illinois Central and Northwestern and Pittsburg, Fort Wayne and Chicago Railroads in this city, deny the report that the engineers and firemen on these roads have struck, and assert that there is no cause for a strike on these roads, as the wages have not been reduced. The engineers of the Great Eastern Railroad have struck.

Louisville, December 27. The striking engineers and brakesmen did not notify the officials of the Jeffersonville. Mitchell and Indianapolis Railroad of their intended action until the trains were ready to start yesterday afternoon. After much trouble, at three P. M., a train was got out in charge of the master mechanic of the road. The strike will cause a suspension of freight and night passenger trains. All trains starting out before that time were brought safely to their destination. No violence is reported.

NEW YORK. December 27. Thomas A. Scott, president of the Pennsylvania Railroad, and J. M. Creighton, general Western agent, left this city this morning for Philadelphia, on account of the strike of the engineers and firemen of a number of their Western leased lines. a prize ox, and pendant from them hung

CINCINNATI, December 27. The excitement over the engineers' strike is unabated. One train left for Pittsburg in charge of the master of trans-

Indianapolis, December 27. A train which left here on the Fittsburg, Cincinnati and St. Louis Railroad last night was thrown from the track out-

eight n'elock last night. On the Pittsburg, Cincinnati and St. Louis Railroad, no trains have run through or arrived since twelve o'clock yesterday. There is a large crowd about the Union Depot, but, no riotous demonstration has been made The train is now ready to start for Columbus, and will probably get off

about noon to day. A serious disturbance

is reported at Hogansport this morning,

as arrived from Louisville since

EHURSDAY, JANUARY 8, 1874.

but no particulars have been received. COLUMBUS, OSIO, December 28. violence or particular trouble has resulted irom the engineers' strike. The county sheriffs are being supplied with ampunition.

INDIANAPOLIS, December 28. train on the Pittsburg, Cincinnati and St. Louis Railroad left the Union depot this evening at half-past six o'clock in charge of Harvey Vance, an engineer, not a member of the union. Before the train reached the outskirts of the city a shot was fired which took effect in Vance's arm, inflicting a slight flesh wound. The shot was fired by a striking engineer, whose name could not be learned. Several policemen were aboard the engine at the time, and the man was arrested. The sheriff of Cass County telegraphed to-day from Logansport, for assistance to quell the disturbance there, and two companies. numbering one hundred and fifty men, were sent out by the Indianapolis, Peora and Chicago Railroad, under the command of Gen. Dan McCaulley. They

will reach Logausport to-night. CINCINNATI, December 28. The Pacific express train of the Pennsylvania Central Railroad left New York on Christmas, and was delayed on the road at Dennison, Ohio, and here the sheriff boarded the train with a posse for its protection. At Columbia, in the Eastern suburb of this city, at midnigh anight, it ran into an open switch and

CLEVELAND, OHIO, December 28. The strike now in operation on the leased lines of the Pennsylvania Railroad is in direct violation of the Brotherhood of Locomotive Engineers. My advice to

every member of the brotherhood that has quit work, on account of the strike, is to go to work at once, and to use every influence in their power to induce all persons engaged in the strike to resume with the companies property or men. In my opinion no dishonor will be attached to any man who accepts a situation from the Pennsylvania Railroad, during their

present dfficulties. (Signed) CHARLES WILSON, Grand Chief Engineer.

John Lerhenbach, the president of the Machinists' and Blacksmiths' International Union, has issued orders instructing the members of that order to refrain from interfering with the locomotive engineers in their strike.

Lead and Muscle.

It was a very funny scene, and had just

enough of the revolver in it to give it spice and make it interesting. On yesvery diminutive fellow, not above five feet high, and as thin as a last year's bean pole. To add to his attenuated appearance, he sported the weakest of blood moustaches, and wore a very tight-fitting pair of pantaloons. The other man-for it takes two to make a scene-came lumbering along the sidewalk, and was a passed into the jolly mood upon the hand-shaking stake. He was a six-footer, of magnificient breadth of shoulders, like a pair of fists as big as sledge-hammers. From the corner of Clinton street to about the centre of the building, he stoopped

thoroughly balanced himself, he gazed horse is taken into work, and passes into was should he shake hands with this at Cordoba stand about 100 of these fo Liliputian. He seemed to think that it year old horses just commencing the moustache. Neither spoke a word, and gets two large double-ha. dfuls of barley, have any words about it, being men of

a moment, and then stepped smilingly foward again, determined to shake the right hand before him or die in the attempt. He reached for it, but missed his grasp, as it was put quickly behind the back. This affront brough color into both faces and led to a slight struggle, during which the little fellow took occasion to draw a revolver and quietly held it under his adversary's nose.

The latter looked at it in astonishment expert, and slowly drew back. The little fellow thereupon returned the weapon to his pocket and commenced to pick his teeth as though nothing occurred. The big one standing off a couple of yards, gazed at the little one in an inexpressible sort of a way, vainly endeavoring to solve some muddle in his mind, and finally shaking his head, walked toward the bridge. He had on'y proceeded to the alley that divides the block, however, when he came to a halt; looked backthe little fellow was still picking his almost bent down between his knees. Then he rose and recraced his steps. He approached the Lttle one, braced every spreng and a struggle, and launched at him. But he stoppe gineer. The passengers reached this city the effort to throw himself backward lost his feet, and came down heavily in the slush. He had been looking down the barrel of that revolver again.

> Neither had yet spoken a word, and as the tall one rose, returned to his sent on and again advanced wearily toward the Liliputian only to have the revolver thrust in his face again. The last time whose death has just been announced. this action seemed to break his heart, and he blubbered like a child, while the little fellow, with a look of the utmost contempt on his face, stepped inside the hotel His tearful visage collected a large and sympathetic crowd about him, who plied him with questions, only to be answered, 'The little cuss wouldn't shake." - Chicago

A correspondent writes from Seville, under date of Nov. 24th :- "Perhaps the following may prove interesting to some of your military readers, as giving an idea of the system adopted by the Spaniards to supply their army with remount horses. Of course in times of war, like the present, the number of horses required for the army is far in excess of what terday afternoon he was standing in front | the depots can supply, especially ast io:e of the Gault House picking his teeth-a in the unsettled districts have necessarily been closed. Requisitioning fills up the many remaining vacancies in the ranks -a disagreeable measure now in full activity, affecting both high and low, especially as the price paid for requisitioned horses exists only in promises on paper. The two principal Government depots are at Valencia and Cordoba. At good deal bothered by its width. He had the latter interesting old city stand thirty eight stallions, mostly of pure Spanish blood, some of Arabian, and others of a mixture of the two. They are a goodlooking lot, apparently well chosen to become the sires of a useful class of troopers; but it is said that they have lately fallen off very much in breeding, three strangers and gave them a thorough | and that they are not the class of horses portation. A posse of police accompanied hand shaking before they seemed to com- Cordoba could formerly boast of. The stall his astonished victim recovered her prehend what the matter was. . He was ions are twice a year-spring and autum, breath and her volubility that he was very good natured about it, though, sent round the villages on a visit to the stopped and compelled to restore the meant no one any harm, and if his grizzly farmers' marcs, their services being grat- booty. clasp resulted in lame fingers to the other uitous. When the foal is two years old party, he was not to blame, for himself it Government can claim it for £30, and if side of the city by an open switch and did not hurt in the least. A sudden lurch passed by a board as likely to be useful, Savannah to Hilton Head in an open was abandoned. The regular Louisville of the side-walk brought him face to face it is at once sent for two years to a Gov- boat, were drowned on Monday night train last night went through, but no with our smart friend, and when he had ernment farm. As a four year old, the last,

upon him as if unable to make up his the hand of the riding master. In a mind. The question that bothered him large, lofty, beautiful ventilated stable was in measure beneath his dignity the career, and a very good-looking, wellfellow was so very little-but finally his bred lot they are. The stronger are desbetter nature conquered, and he extended tined for langers, the slighter for hussars.) I his paw. But-the little gentleman re- They are all entire horses, mares beingfused to take it, and even turned up the rare and very valuable, and generally lip that served as a groundwork for the only kept for breceding. Each horse both were evidently determined not to no oats-and beans, soaked previously its water, mixed, three times a day; no hay; but a coarse-cut barley chaff. They are The tall one drew back a step, regard- not numbered as in England, but halide ed the little fellow in an amused way for the name painted on a pl to of the hangas ing over the manger, tol bun round two

The last sciou of the house of Zwingle. the Swiss Reformer-Frau Vernaleken, wife of the Director of the Training College at St. Anna-died the other day-Apropos of this occurrence the NEUE FREIE PRESSE publishes the following history of the Zwingle family:-The Zwingles came, it is well known, from Wildhaus in Joggenburg, migrated in gazed down the barrel with the eye of an | 1544 to Glarus, from thence to Egg, and from 1636 possessed the freedom of the city of Zurich. The Reformer Huldreich, son of a farmer of Crown domains at Wildhaus, studied from the year 1494 at the schools of Basic and Berne, and from the year 1500 at the high schools of Vienna and Basle. From 1506 to 1518 he had a cure of souls at Glarus and Einsidlen, became in the year 1519 a pastor at in Zurich, and fell in 1531 in the battlella at Cappel. F is wife was Anna Reinhard, aq His son and grandson were professors at Zurich. The grandson in his "Sermone teeth-and sat down on the edge of the distinctly mentions the Reformer as Aves side-walk in the mud. For half a minute MEUS, and died probably without male he was lost in a brown study, his head heirs. From the Reformer's brother, Claus Zwingle, the line is as follows: Arbogart Hanns Henery, born in 1631 in Appengell, received the freedom of the city of Zurich in 1613 and was pastor in ! 1659; he was in 1680, succeeded in his way in the bound, so it seemed, and in ministry by Joseph Henry, whose son Balthazar was Dean "Provincia Transalpine," and died 1757; the son, Hanns Henry, was pastor in the Canton of Glarus, his son Louis was from 1804 pastor of Rikenback (Zurich). Henry, sin of Louis, was pastor of Bettlikon since the curb like a prize-fighter to his cor- 1836, and died childless. He was in the ner. He sat for several minutes, rose possession of a goblet which the Reformer received as a wedding present from his wife. His sister was Frau Vernalken.

The shawl and the Frenchwoman be-

long to each other. It matters not that Indian looms produce the most splendid specimens of this graceful article of dress. or that it is worn, and nobly worn, by the race for which it was first devised; the Frenchwoman has established a pre-Scriptive right to the CACHMIRE, and the Western interpretation of the garment finds no such admirable exponent as herself. Hence, though to steal anything from a Frenchwoman is wrong, to deprive her of her shawl is the act of a barbarian. The Goth who could do this would steal the octopus from the Brighton Aquarium, the uncoined silver from Mr. Tomline, and Professor Blackie from the Edinburgh students. It will scarcely be credited that the case has notually occurred under circumstances which aggravated the guilt of the perpetrator. A young woman was lately walking along the bank of the Seine draped in the usual successful styl, when a man suddenly sprang forward, seized and carried off her shawl, exclaming as he did so, with fiendish confidence in the objection felt by the public to interfering in conjugal differences, 'It becomes you for sooth, madam, to want shawls, when you behave in this way to your husband." His tactics were, at first, successful, for the witnesses of the affair, seeing what they conceived to be an injured husband majestically stalking off with his extravagant partner's Indian shawl, offered no oposition to his departure, and it was not till

Twenty nine negroes on their way from